

North America Emission Control Area Fuel Oil Non-Availability Report

ECA0100

01-2017

##

##(Include Double Pound for comments, not form fields)

##Report Form ID

Feb-17

2 3 4 5

Ship Operator Name	Vessel Name	Flag Country	IMO ID Number
MMS Co. Ltd, MMS Co., Ltd. (N. Delhi Branch), 4th Floor, Unit No. 410, MGF Metropolis, MG Road, Gurgaon 122002, India.	Eagle Sapporo	Panama	9387255

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Date of ECA First Notice	Location of ECA First Notice	Name of Ports after First Notice
20-Feb-17	Lat 25 deg 46.48 N ; Long 089 46.96 W	Lake Charles, LA

Name of Last Port before ECA Entry	Name of Port with Fuel Oil Supply Disruption
Aruba	Sunoco Logistics, Fort Mifflin, Philadelphia, PA

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Name of Original Fuel Supplier with Disruption	Number of Fuel Suppliers Contacted	Date of Entry in the ECA
Global Montello	01 (One)	20-Feb-17

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Time of Entry in the ECA	Sulfur Content of Non-Compliant Fuel Oil	Projected Hours on Main Propulsion
0238 hrs LT	0.04%	24 hours

Name of First POC	Compliance Fuel Oil Available at First POC?
CITGO Terminal, Lake Charles, LA	Yes

Plan to Bunker Compliant Fuel Oil at First POC?	Number of fuel suppliers contacted at First POC
Yes	3 (Three)

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Name of Second POC	Compliant Fuel Oil at Second POC?	Plan to Bunker Compliance Fuel Oil at Second POC?
NA	NA	NA

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Number of Fuel Suppliers Contacted at the Second POC?
NA

Date of Exit from ECA?
Not known

Time of Exit from ECA?
Not known

Has this vessel operated in the ECA in previous 12 months?	Number of Separate Visits to the ECA
Yes	23 (Twenty-three)

Number of Ports visited in the ECA	Previously submitted ECA0100 forms?	Number of Submitted Reports
44 (Forty-four)	None	None

Designated Corporate Official Name	Designated Corporate Official E-mail
Capt. Dheeraj Kumar	tanker2@mmstokyo.co.jp

Designated Corporate Official Phone Number
+91 124 4750 650

Description of Actions to Achieve Compliance

Vesel received low Sulfur MGO bunkers at Fort Mifflin, PA on January 26, 2017. Sulfur content as per the BDN was 0.04% well within the 0.1% limit as per ECA regulations. The vessel proceeded to Aruba from Fort Mifflin, where a bunker sample was landed for analysis, as per Company procedure. The results indicated a dangerously low flashpoint of 56 deg C, well below the lower limit of 60 deg C. This fuel could not be used for any purpose without compromising safety on board. Since the vessel was already headed to Lake Charles, LA by the time the fuel analysis report was received, the engines are being operated on non-compliant HSFO, until the vessel arrives at Lake Charles and takes fresh bunkers. Details of the fuel analysis are provided as attachments to this submission.